#### FRENCH RAILWAY SYSTEM

COMPETITION PROHIBITED BY THE GOVERNMENT.

Big Difference Between France and This Country in Attitude Toward Railways—Six Monopolies Supervised by State-Our Freight Rates Are Lower.

the French railway system, although not quite as old as the English or quite as large as the Russian or the German, was the first in the world to be conceived and constructed on a really scientific basis, and was thus the first to attain relative completeness and perfection. It is upon the whole of all European railways both in its constitution and operation the most like our own.

Before a beginning in railway building could be made the subject was debated for several years in the French Chamber, Thiers scoring the new idea except "as a plaything for the people of Paris." It was his own plan, however, which was finally adopted in 1842.

This scheme, both of engineering and of legislation, has since been carried out consistently. At the outset it was a policy of subsidies to encourage private comrights of State control.

The first line was suburban, from Paris to St. Germain. The second was from Paris to Rouen, and was financed by an English banker and built by an English contractor. This chance accounts for the fact that all the railway lines in France, contrary to the practice on French highways, pass to the left rather than to the right, following the somewhat awkward English law of the road, whereas elsewhere, as with us, everything on wheels passes to the right.

The capital for that first construction was found one-third by the Government at 3 per cent., which was the commencement of the subsequent enormous Government investment in the French lines. As the work of railway construction proceeded, says Moody's Magazine, modifications were made in this plan.

In 1859 a general scheme for the guarantee by the State of interest on the bonds was inaugurated. This superseded the earlier plan of granting subsidies, and ran on up to 1883, when the guarantee was extended to dividends.

The lines have from the beginning been laid down with the idea of avoiding all duplication and all waste of capital; they were surveyed and traced by Government engineers, and each part stood in its proper and intelligent relation to the whole. Parallel lines were forbidden and competition was not among the possibilities of the situation.

By 1852 the number of independent systems had been reduced from thirty-three to eleven, in 1859 the eleven were reduced to six, of which five radiated from Paris. After the lapse of half a century these six companies still exist.

The State, although it reserved its right to grant competing concessions, has in fact left to the companies a monopoly each in its own territory. Competition running riot, the construction of needless lines as a mere speculation in the securities, rate wars with their attendant iniquities are essentially unthinkable to a French railway engineer or official.

While France thus effectively prohibits

About 1859 it became obvious that a considerable amount of new construction was necessary in order to bring the system up to a proper standard of utility and efficiency. In order to secure this construction it was proposed that each of the six companies, and each in its own district, should construct a large number of branch lines, in order to reach and serve those remote and less populous districts where railways had not yet been constructed, either because there was small prospect of profit from their operation or because of engineering difficulties. The Government took the e remote and initiative and was easily secured on bonds, upon which the Government this time

upon which the Government this time guaranteed 4 per cent., this guarantee making the securities instantly marketable and extremely valuable.

In 1865 a further plan was proposed in the Chamber for the construction of a network of local roads not to belong to the six companies, and to the municipal authorities was given the right to subsidize such lines. Pursuant to this plan, several thousand miles of these local lines were built throughout the country within were built throughout the country within the next five years. It was not, however, contemplated that they should be combined into systems which might interfere in any way with the monopoly of the six

They were designed to be feeders; but after a while the prohibition against combining was successfully evaded so that the Government took the matter in hand. The problem was solved by having the great companies take over the local lines within their territories severally upon terms. There are, however, still to be found throughout the country, and especially in the south and southwest, a considerable number of little local companies operating short lines which serve

to be found throughout the country, and especially in the south and southwest, a considerable number of little local companies operating short lines which serve isolated districts and feed the great lines without competing with them.

In 1879 by a decree of July of that year in the Chamber of Deputies De Freycinet undertook to raise a loan of three thousand millions of francs for the construction of about ten thousand miles of additional line. There was at first some delay, but its 1838 agreements were entered into between the six companies and the State.

Settling the leading points:

First, that the State should confine its own rallway operations to a small district in the southwest and that isolated lines which the State owned in various parts of the country should be taken over by that one of the six great companies in whose territory it lay; second, that additional lines as needed should in furnies in whose district they belong; third, that the State should guarantee each company a minimum dividend, and that when the amount available for dividends exceeded a certain percentage—the rate differing for each line—two-thirds of the excess should go to the State.

The limit was placed so high that this provision had been practically inoperative. It is very difficult to arrive at any satisfactory average cost of lines of railway which were built years ago and have been constructed and maintained, the cost of terminals and right of way, the topography of the country, the character of the constructed and maintained, the copy of the constructed and maintained, the topography of the country, the character of the constructed and maintained, the topography of the country, the character of the constructed and maintained, the topography of the country, the character of the constructed and maintained, the topography of the country, the character of the constructed and maintained, the topography of the country, the character of the constructed and maintained, the topography of the country, the character of the constructed

traffic, and so forth.

As a matter of fact the great lines of France have cost anywhere from 100,000 to a million france a kilometer, the average cost being said to be 430,000 france, as against 700,000 francs in England, 170,000 france in the United States, 370,000 france elsewhere in Europe and 185,000 france throughout the world.

The original scheme was for the Government to contribute about 250,000 france mile and private enterprise to find traffic, and so forth

mile and private enterprise to find bout 200,000 francs a mile, thus divid-ing the expense and the ownership. The concessions generally were to fall in, first, in about forty and later on in ninety-

mrs. In about forty and later on in finetynine years.

When this occurs—about the middle
of the present century—the Government
will, it is said, become possessed of an
asset in the shape of railway property
sufficient in realizable value to pay off in
full the national debt. In 1892 the French

In the construction of the French lines there has been less waste of capital and better results for capital than elsewhere. Passing by the matter of the State guar-antee of interests and dividends, it may

Passing by the matter of the State guarantee of interests and dividends, it may be said that the net earnings of the six private companies have been distinctly in excess of anything accomplished elsewhere in that respect from railway operation. Furthermore, in face of the strong position of the railways as monopolies, the Government notwithstanding exercises a sufficient control, which is in many respects admirable. No other country has in its civil service such a body of trained engineers and inspectors.

A comparison of the rates charged by the French railways with those of other continental countries or with England is not unfavorable to the French system. They are, speaking generally, lower than our rates in this country for passengers and higher for freight, but that is because a very large part of the passenger traffic is what we know as third class, because there is comparatively little long distance freight traffic, and especially because a great part of the low grade traffic is carried by the canals.

French freight rates declined in thirty-seven years, between 1866 and 1903, less than 23 per cent., while ours declined in thirty-seven years, between 1866 and 1903. less than 23 per cent., while ours declined in thirty-seven years, between 1866 and 1903, less than 23 per cent.

of subsidies to encourage private com-panies and in return for these subsidies a reservation of more or less important thirty-three years, between 1866 and 1903, less than 23 per cent., while ours declined in thirty-three years, between 1870 and 1903, more than 54 per cent. more than twice as much and in a shorter time.

In France the schedule of rates on the line operated by the State shows a much smaller reduction during the last twenty-five years than is the case on the lines operated by the private companies and

operated by the private companies and they are now higher than the latter. As to the passenger service on the main French lines, it is the fastest and most luxurious as well as the most comfortable and satisfactory in Europe. The greater number of experienced travellers will, we think, pronounce it, upon the whole, the first passenger service in the

world.

The lines out of Paris, south and north, In the lines out of Paris, south and north, in speed and luxury probably have no equals anywhere. In the matter of speed the French lines have the European record, not only for the fastest recorded runs for short distances but also for regular runs of passenger trains for long distances.

long distances. Thus, for ex Thus, for example, the Sud Express (Paris-Madrid) of the Orleans line makes the run from Paris to Bayonne, a disthe run from Paris to Rayonne, a distance of 486½ miles, in 8 hours and 59 minutes, which is an average speed of 54½ miles au hour, including six stops. The limited train of the P. L. M., known as the Côte d'Azur Rapide, makes the run from Paris to Nice, a distance of 67% miles, in 13 hours and 50 minutes, an aread including stops of about

miles, in 13 hours and 50 minutes, an average speed including stops of about forty-nine miles an hour.

The Paris-Calais express on the Northern line makes the run of 185 miles in 184½ minutes, which, allowing for a stop of two or three minutes at Amiens, works out over a mile a minute for a works out over a mile a minute for a regular daily service. These records, which are not exceptional, are not elsewhere equalled in Europe.

WEALTH OF WESTCHESTER. One of the Richest Counties in the Whole Country.

The statement has frequently been made that the value of the real estate and personal property of Westchester county is greater than that of several States of the Union. This has seemed incredible and for this reason the White Plains Daily Record has obtained the following figures from the United States Census Department in Washington, which should be of

interest. The statistics giving the wealth of the competition between her railway lines, ahe is constantly spending large sums in improving internal water communication; and private carriers using these waterways without paying any toll carry off more or less traffic from the railways and are allowed to do so.

About 1859 it became obvious that a considerable amount of new construction.

Of all the counties in the United States there are only twenty-two which show a greater wealth than Westchester. These are New York and Erie in this State; San Francisco and Los Angeles in California; Chicago, Ill.; Indianapolis, Ind.; St. Louis, Mo.; New Haven, Conn.; the District of Columbia, Baltimore county, Md.; Wayne county, Mich. (city of Detroit); Milwau-kee, Wis.; Jackson county, Mo.; Essex and Hudson counties, N. J.; Essex, Middlesex and Suffolk counties, Mass.; Hamilton and Cuyahoga counties, Ohio (cities of Cincinnati and Cleveland); Pittsburg and Philadelphia and Luzerne county (containing

the city of Wilkesbarre) in Pennsylvania.

The wealth of Westchester county per capita in 1904 was \$1,151.55. or greater than that of any other county in this State except New York county. The per capita wealth in the Greater New York was

That the county is increasing its wealth at rapid strides is shown by the assessments of this year, which aggregate nearly \$300,000,000, a gain of more than \$60,000,000 in five years. in five years.

THE MOTOR AND THE FARMER. the Dairymen Out West.

producers from the five States immediately tributary to the great Elgin and Wisconsin creamery districts. Of those attending 112 were asked as to the use and with a mournful headshake for the flown value of the automobile to them.

Thirty-eight of them own automobiles

better than the average country roads, and the automobile most used is a late type, with a tonneau that can be removed, leaving a flat platform for freight. But that is not all. Lastly, yet perhaps as important as anything, is the effect already felt and increasing constantly of the influence of the farmers who own automobiles upon the character of the

to be goose men.

Number of stockholders.

Shares of stock—three at \$100 par value.

\$300
300 geese at \$1 each.

\$300
300 geese at \$1 each.

\$46,800 eggs per week
900.52 equal/

\$46,800.33 equals.

\$46,800.3 equals.

\$46,800.3 equals.

\$46,800.3 equals.

\$40,400 eggs three year

\$40,800.3 equals.

\$40,400, leaves.

\$

robes for the honorable little people, sets of china and lacquered dishes, even tiny tansu, or bridal chests, for the accommodation of the doll brides' trous-

In the doll bazaar that flourishes for a brief two weeks there are prices for all classes. The Emperor and Empress in effigy may he had for the equivalent of \$1.25 up to \$5; a set of court maids of honor is valued at the same price, while a complete royal family with court attendants, palace and orange trees will run as high as \$200

All of these beautiful toys come to the girls in white wood boxes, ready to be set in the high seat of honor that every house, even the humblest, provides in its living Before the great day arrives little Miss Plumblossom prepares with her own hands, if she is able, a fitting feast for the honorable Hina Sama.

Of rice cakes, baked with bean meal, she makes a-plenty; mochi, a kind of sweetmeat in high favor with the little ones, is set in reserve, and a variety of thick syrupy wine only drunk by the little girls and their guests on this holiday is provided by indulgent fathers.

On the morning of the doll festival the little daughter of the house is up early to set out in due order of their rank the dolls, and to provide for their comfort so far as her father's purse has stood the strain of the last week's bazaar. First she sets high above the heads of the less exalted the imperial pair, arrayed

in gorgeous brocades after the manner of the ancient Emperors and Empresses of the Shogunate. The Emperor carries his the Shogunate. The Emperor carries his two swords and his imperial spouse, her eyebrows shaved off and replaced by inked lines, holds in her delicate fingers a fan. Below these revered individuals are arranged three maids of honor, with vases of flowers and a miniature wine bottle between them. Their sole duty is to fill the

tween them. Their sole duty is to fill the cups of their Majesties with honorable sake as occasion demands.

Still below the maids of honor on the dais stand Sadaisin, the Minister of the Left, and Udaisin, the Minister of the Right, with bow and spear to defend the persons of the heaven born. Whatever of honor depends upon whether Miss Plumblossom is the daughter of a banker or a wood chopper: but even the wood chopper's daughter must have at least the Emperor and Empress to hold court for the honorable little people.

By the side of the dais and convenient to the hands of the dolls are the dishes bearing the food specially prepared and

bearing the food specially prepared and all the furniture that fathers can afford to buy. On food trays are tiny soup and rice bowls of wood or lacquer, tea steepers and bowls and eating sticks. Thus are the honorable little people brought back from the land of dreams for one long day, entertained and rever-enced. Thus for one full day of ecstasy the little daughters of Japan forget that they bear on their backs for 384 other days the fighters of Japan's new generation

"SCOTTY" AT THE HELM.

She Runs Her Ward in Denver, Where Women Count in Polities.

An Eastern young woman went out to Denver last October to see how her sisters behaved in a campaign where their note Automobile Milk Wagons Plentiful Among was as good as anybody's. Before she ran across Mrs. Toppin she thought There was a dairyman's convention things were pretty lively, but Mrs. Toppin recently that brought to Chicago milk scorned such an idea and informed her that the campaign of 1979 was simply "nothin'

"Tain't like the old days," she said

"Them was days. 'Twas when McKinley was runnin' in '96 that I got my hat smashed for defendin' a feller that was holdin' the flag, an' one o' the candidates give me a new hat. He says: 'Mrs. Toppin, here's the price of a new hat. Take it an' buy you one. You lost yours in a good cause.' An' I bought me a grand hat. Oh, them was times! It's dull campaigns now-

"Mrs. Toppin is one of the workers or precinct women of North Denver." writes the visitor from the East in Collier's; "she has canvassed many a campaign through and she ought to know. But when I found the woman's Republican county committee occupying two Reports from nineteen agricultural schools, covering practically the entire country, prove the interest of farmers in good roads is increased and increasing greatly because of the automobile.

adjacent store buildings on Glenarm street, the woman's Democratic committee holding a suite on California street and the woman's State Democratic committee ensconced in the Albany Hotel, it looked as if the women were busy in a mild fashion at any rate, even though the bright days of hat smashing had

passed away forever. "At the Republican headquarters there were looped and draped flags in the windows and portly portraits, and on the 

BROOKLYN ADVERTISEMENTS.

# **Smoky** Fireplaces MADE TO DRAW OR NO CHARGE

References: Wm. W. Astor, Jos. H. Choate, White-iaw Reid and many other prominent people.

John Whitley
Engines: and Contractor,
215 Funon St. Procklyn, N. Y.
Telephone Vill Main.
This advt appears Sun'iaya and Wednesdays.

wated, then I went out to my ranch, 350 miles from here.

"I took charge myself, did the cooking, fed eight or ten people, hired a man and superintended his hay putting, rode to town, twenty-two miles, tross saddle, every few days, ran back to Denver just long enough to attend the primaries, back to the ranch, in again for the State convention, back, and now I'm in for the aign. Scott ran out to the ranch once, in twenty minutes ago."

Mrs. Sarah Platt Decker presided with an agreeable jokelet at each introduction, and besides the male quartet but one or women addressed women, women listened to women, women cheered women. As we all crowded out I heard my neighbor say:

"It takes those big potatoes so long to bake through. They ought to have been in twenty minutes ago."

JAPAN'S DAY OF THE DOLLS

WHEN HONORABLE LITTLE

WHEN HONORABLE LITTLE

PROPLE SIT IN STATE.

Plumblessom Is Happy One Bay in the Year the Manage of the Manage of the Year Manage of Year of Y

paign so's to save the time it takes to go home. We haven't got any time to spare nowadays.

"The fricassee fragrance vanished behind the closing door. Mrs. Scott resumed political topics.

"You see, it's like this: the men are selfish, but we can't get along without 'em. They're all right—yes, they're all right, but we've got our interest to look out for.

"Suppose a woman's left a widow—she goes to a lawyer. I'd rather be held up with a gun—it's more gentlemanly. The lawyer's'protected by his profession and the highwayman isn't. Oh, it's time the rest of you States had suffrage.'

"Suffrage is one thing and politics is another. How do you get time to do anything besides run the machine?"

"I don't know how, but I do it. Just let me tell you what I've done since last spring. I got my Denver house all renomies from here.

"I took charge myself, did the cook—in owadays."

"I saw women leaning forward to grasp the bank question more firmly; they wore the same expression that is worn during 'The Ring' by those who take their Wagner painfully, conscientiously, as a part of their education rather than as one of the many blessings in a blessed world. A tiny woman in the crowded gallery tearfully begged her neighbor in front for room to get one glimpse of that fringed baldness which was cordially bobbing above an armload of American Beauty roses. 'Well, if I can't see him I can vote for him anyway,' she consoled herself.

"At the end of the week came the two great rallies of, by and for the women voters. I was able to attend but one; there I found the Auditorium filled to overflowing, men mere islands here and there in the sea of women. Pretty girls ushered. Mrs. Sarah Platt Decker presided with an agreeable jokelet at each introduction, and besides the male quartet but one or

TRANSFERS—Good as 5c. in cash on a \$1 purchase or 10c. on a \$2 or greater purchase, will be handed you by our agents on 89th St., at Lexington Ave., Madison Ave., Columbus Circle, or 9th Ave. That makes it the same as though



Queensboro Bridge Is Now Open, thus bringing the unbounded ad-store to the very doors of Long Island's residents.

### An Exquisite Mushroom Leghorn Hat

Is one of the pretty features of our Second Floor Millinery Salon. This dainty hat is turned up at the side and trimmed with three pretty tailored bows at the left and a shower of purple and brown pansies. The crown is banded with purple satin: daintily pleated. Faced with purple fish net. A \$27.49 wonderful value at our special price of .....

## \$1.50 Black Satin Duchess

\$1.10 black. Full yard wide, and an excellent value at our special price of, per yard.....

## Women's New Lingerie Waists

With yoke of medallions and lace inserting. Another pretty style is a Dutch neck model, trimmed with cluny lace inserting and embroidery. Both styles button back and have long sleeves; extra special at.....

#### Women's Beautiful Broadcloth Capes

popular military style with standing Persian collar and black. A particularly popular military style with standing Persian collar and black frogs at the neck. Trimmed with three brass buttons on each shoulder. The cape buttons over the shoulder and gives the much desired artistic drape effect. Exceptionally good value at .....

#### Women's French Kid Gloves

2-clasp style, with Paris point embroidered backs, in white, black and all the popular colors. The kind that are as good as those sold generally for \$1.50 a pair; extra special to-morrow, Monday, at.....

# Women's \$1.50 Silk Stockings

Absolutely first quality and excellently made. Some have cotton split soles; others have plain silk feet. All have garter tops. Every pair guaranteed to give satisfaction. All sizes; black only. Extra special at, per pair......

## Women's French Hand Made Nightgowns

A shipment of exquisite hand embroidered and hand made nightgowns A shipment of exquisite hand embroidered and hand made nightgowns has just reached us from our Paris house. They are beautiful styles, and the fact that they were secured at a radical underprice makes them even more desirable. They are in low round neck styles with short sleeves. Regularly, gowns of this character sell for \$3.98; our extra special price to-morrow will be

#### Women's Low Suede Shoes

With the new wing and perforated tips. The latest and most popular shapes, in black, taupe, white and blue. \$4.98 usually good value at .....

All Cars Transfer to Bloomingdales', Lex. to 3d Av., 59th to 60th St.

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:: Sunday :: Evening

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# To-Morrow's Store News

NEILL-ADAMS @ The Profit Sharing Store

Sixth Avenue, 20th to 22d Street

## Trimmed Millinery

O'Neill Building-Second Floor.



There's but one way to get a becoming hat this Spring—and that is to go where there is an abundance of hats, and try on and try on until you get precisely the lines and the colors that frame your face so that all its best features are accented.

Gainsborough wouldn't paint the portrait of a woman unless she wore a hathe felt no woman was at her best without one-but he insisted on becoming hats, and so should you.

We can give you as becoming a hat as Gainsborough gave his ladies, at a great deal lower cost! \$8, \$10, \$12, or more. In our Millinery Salon, Second Floor.

# Silks 'Way Under Price

85c Pongee for 55c a Yard

5,000 yards of satin face rough Shantung pongee silks, in a beautiful assortment of new tints --old rose, amethyst, reseda green, Gobelin and navy blue, catawba, wistaria, white, natural ecru and black; 27 inches wide.

\$1.25 Black Peau de Soie, 79c a Yard Double-face—a heavy, rich quality, 23 inches

85c Black Satin Duchesse, 59c a Yard All pure silk, 19 inches wide.

65c Habutai Silks, 49c a Yard White Japanese Habutai, 27 inches wide.

\$1.50 Pongee for 98c a Yard Genuine Chinese natural and ecru Shantung pongeé, 33 inches wide.

## Women's Coats

There are coats here at prices you would hardly believe would pay for the cloths they are made of. Yet they are well made coats—coats plum full of style. The marvel is how it can be done.

Black broadcloth coats and coats made of Panama. lined with gray satin, with notch collars and patch pockets, for \$6.75.

Women's raincoats for \$9.50, of cravenette; or of satin striped silk, rubberized. They are in half-fitting and loose styles; in gray, tan and olive, and combinations of these.

Women's coats of pongee and cloth of gold; 50 and 54 inches long; piped with black and light blue. pink and reseda; or with a touch of Persian colors on the collar, \$11.50.

We have seen coats no better for \$12.75 that were called "specials," Women's black taffeta coats, 36 and 50 inches

long, trimmed with fancy braid and buttons, \$12.50. And coats of taffeta for older women, easier, more loosely fitting, for the same price, \$12.50.

# Women's Tailor-Made Suits

Herelis a stock of Suits for women, so rich in variety and so filled with the charm of soft color and soft linings,

> that their character—their sterling tailoring, their unusual finishings-are almost forgotten in the sheer delight of their beauty. It is not boasting to say that

> nowhere, outside of Paris, can richer suits be found; and nowhere in New York City can suits of such cloth, lined with such silks—let alone their charm and individuality-be found under half again as much.

We do not promise you extraordinary suits for \$16.50though we have better suits for this price than you'll find else-

where-Nor at \$18. But at \$22.50 there are suits equal in tailoring to any in the city of New York, and for sale

nowhere under \$30. At \$25 we have suits that cannot be matched under \$40. Yet we are conservative. From these prices they go steadily

up to \$78. We believe that we can suit any woman who comes here expecting an exquisite piece of tailoring, made of the rich cloths rarely seen outside of extravagantly costly tailors

=We Give and Redeem Surety Stamps==